

TIMELY REAL ESTATE TALK

Debate as to Which Will Be in Time Principal Retail Street.

EFFECT OF CROSS TOWN LINES ON TRAFFIC

Some Central for Twenty-Fourth, Others for South Sixteenth and Others for North as Center of Trade.

At a meeting of advertising men one night last week E. A. Benson made the prediction that Twenty-fourth and Farnam streets would one day be the center of the retail district of Omaha and that Omaha's main retail street would be Twenty-fourth street, between Leavenworth and Cumming streets. The building of a cross-town street car line, the coming of interurban lines, the fact that Twenty-fourth street is in line from Florence and Benson to South Omaha and the general growth of the city from the river westward were given by Mr. Benson as reasons for his belief. He said the only way to hold the business where it now is, is to build a free bridge over the Missouri river to attract the trade of Council Bluffs, which is not far from Omaha than some of the outlying districts of the city.

D. C. Patterson then explained his reasons for thinking business would run south on Sixteenth street and Sixteenth and Howard would become the center. Alexander Charlton told why the retail center would be bound to work north on Sixteenth street. Each of the speakers had his adherents, and from the liveliness of the discussion it seems doubtful that they will ever agree on the matter.

The probability of cross-town lines has much to do with the location of new buildings on streets where lines would be likely to go in the next few years and also on the character of buildings erected on these streets. Just at present every man who intends erecting buildings on Twenty-fourth street has some problems to figure out with regard to these things.

Ed O. and R. P. Hamilton have these things to think about in planning for their \$50,000 flat building at Twenty-fourth and Farnam streets. Thorwald, the old home of John M. Thurston, the northwest intersection of these streets, is to be moved away and a five-story flat building, in appearance much like the Hamilton flats on the same block, is to be built there.

Whether to place the building at the west end of the property, leaving a broad expanse of lawn in front, or to place it along Twenty-fourth street, that part of the

Handsomes Homes That Adorn the Shady Avenues of Bemis Park



TOLF HANSEN, THIRTY-FOURTH AND LINCOLN BOULEVARD.



CHARLES C. BELDEN, 306 HAWTHORNE AVENUE.

lower floor may be utilized for stores, is the question. Of course, a street car line crossing Farnam at Twenty-fourth would make such stores valuable.

Some argue that a line on Twenty-fourth street would injure that street by scattering stores and brick rooming houses among the dwelling houses, while at the same time it would detract from the importance of Sixteenth street. Others argue that clusters of business houses would arise only at the intersection of cross-town lines with the east and west lines, and Twenty-fourth street would be greatly benefited by street cars.

The opening of spring will find the contractors through with most of the big jobs they have under way and ready to begin on the big structures to be erected by the Northwestern, Union Pacific and Berman Cohn. In all probability the Berman Cohn building will be the only one which is far from completion when the construction of other new ones begins. Work on this structure has been moving very slowly in the last two or three months. The Methodist hospital on Cumming street is another building which has been rising very slowly, but the third story has now been completed. The

Carpenter Paper company's building at Ninth and Harney streets is as far as the floor of the fourth story. Interior work is being done on the Rome hotel. Workmen will begin laying brick on the additional three stories of the Racine-Battley company's building as soon as the weather gets warm.

Perhaps the quickest work that has been done in Omaha the last two years was on the Nash warehouses for M. E. Smith & Co., both of which are under cover before the time set in the contract. The roof is partially laid on both, on one two months before the time set and on one a month early. Two or three months will be required to do the work on the interior.

J. H. Dumont & Son report the following sales for last week: The home of R. E. Howell on Park avenue, to Oran E. Klapp; two acres in Solomon's addition, to Robert Wiklund; a house at 2519 Blondo street and another, 1017 North Thirty-fourth street (Bemis park), to Mrs. Bettie Schuhl, for investment; 160 acres in Kimball county, belonging to an eastern estate, to a local speculator.

"Some day when I have plenty of time to get the information required, I shall figure out the number of brick used in Omaha in a year and the distance they would reach if laid end to end," said J. C. Mardis of the Capitol City Brick and Pipe company. "I believe it would stretch even a builder." The remark was made just after Mr. Mardis had figured on a piece of paper for a few minutes and had come to the conclusion that the brick in the M. E. Smith warehouses, laid end to end, would reach a distance of more than 1,000 miles, or about two and two-thirds the length of the state of Nebraska. Forty trains of material of twenty cars each have been used on those two buildings.

The demand for building sites is increasing and each day the real estate men have numerous inquiries from purchasers who wish to build homes. While the building in Omaha has kept the pace with other cities for the last year it has been mostly for large retail concerns and jobbing houses. There is a great demand for houses. This is to be expected, for every day the industry has been increased and more men have been put to work, so it is of course necessary that these find houses in which to live. With the increase of but a few extra trains the street railway company finds itself with 100 more men on the pay roll than at this time last year. Other labor employing firms have increased in the same way and the addition of a few here and a few there has added to the population of Omaha.

The supply of dwelling quarters for colored families has for years been limited in Omaha, but a tendency to invest in such dwellings has developed lately and houses will be more plentiful before the year is out. The latest announcement of new quarters for colored people has been made by M. F. Martin, who will erect a three-story brick building at Twenty-fourth and Cumming streets, where he has just bought a lot.

Bids will be asked in a few days for the construction of the Young Women's Christian association building, so the association officers say. The plans and the specifications have been completed and now await the approval of the board of directors. Test holes are now being sunk at the site of the building to determine how deep the foundation will have to go.

Shimer & Chase have arranged to erect seven new houses in Boulevard park this spring. These are all for different people, and in addition to these four or five others are about to be started.

A visiting real estate man last week suggested to the Real Estate exchange a plan for advertising the west, and the matter is to come up for discussion in the exchange. The man was John Malone of Denver, an officer of the Denver exchange. He suggested an organization, its purpose to be made up of members of real estate exchanges of the various cities of the west and its object to be the advancement of the entire west. Mr. Malone thinks Nebraska, Colorado, Utah and California can work together for their mutual benefit. Many of the local realty men think the plan worthy of consideration.

"Bill" McCune, who catches the Indians for "Buffalo Bill's" Wild West show, is a resident of Omaha and believes in Omaha's future. As fast as he gets any money he is investing it in local real estate. He has bought three residence properties in the last few months, the latest being a \$3,000 house at Twenty-fifth and Caldwell streets. He will spend some more of his money in building another house beside it. "No Seattle or Los Angeles for me," says Mr. McCune, "and no farm lands either. Omaha really looks good to me and every dollar I can get I am going to put into it."

John A. Cushing has bought from W. M. Alderson a ninety-acre farm three and one-half miles south of South Omaha, paying \$100 an acre.

The office of A. P. Tukey & Son has been doing a rushing business in the last few days. This concern has just secured \$25,000 of property belonging to one concern and has placed it on the market. Most of the property was obtained by foreclosure proceedings and settlements. Among the pieces sold are: Thirty-five lots in Kelley's addition, south of the Century club, at \$12 each. A strip of seven acres and one-half feet on Farnam street at about the place where Twenty-second street should be was sold the first thing. Seven lots in Bowling Green, west of Dundee, went at \$5 each, and four acres in Bonfield, south of Ruser's Park.

NEW FARMS FOR THOUSANDS

Many Acres in Black Hills Region to Be Added to Agriculture.

GREAT BELLE FOURCHE IRRIGATION PROJECT

Some Detailed Information Concerning the Big Undertaking the Government is Fast Pushing to Completion.

BELLE FOURCHE, S. D., Feb. 23.—(Special.)—Every one has heard or read of the Belle Fourche irrigation project under construction by the government of the United States under the provisions of the reclamation act of June 17, 1902, but few, even here, outside of those directly interested or having something to do with it, know much or anything of its details, and few people in the east know anything whatever about it. The Belle Fourche irrigation project will, when completed, irrigate about 19,000 acres of land, most of which is north of the Belle Fourche river, about 5,000 acres in Butte county and the balance in Meade county. No attempt will be made at the beginning to irrigate land with a slope of more than 5 per cent.

The water for irrigation will be taken out of the Belle Fourche river about a mile and a half below the city of Belle Fourche by means of a diverting dam. This is of solid concrete or concrete 36 feet long and just high enough to raise the water out of the banks of the river. This dam is flanked on the south side by a dirt wing about ten feet higher than the concrete dam, and will be faced on the upper side with stone. In a flood the water will run over the concrete dam onto an apron of stone and concrete to prevent washing. There are gates in this dam so that ordinarily the water of the river can be turned through without raising its stage materially. When water is turned into the inlet canal the stage of the river will be raised enough to form a lake extending to Belle Fourche. The diverting dam is now complete with exception of some of the facing on the dirt wing and one section of the concrete dam in the middle of the river, which will be completed early in the summer, as soon as work can be resumed.

Auxiliary Work Above Head Gates.

The head gates opening into the inlet canal are north of and adjoining the concrete dam. The canal starts from the head gates and runs northeast across Crow creek, where there is another concrete dam or sluice, with gates. In order to complete the diverting dam the river will be turned into the inlet canal by means of a coffer dam and let through the gates in the Crow creek sluice and ran back into the river a short distance below. The inlet canal is forty feet wide on the bottom, sixteen feet wide on top and carries ten feet or 1,300 cubic feet of water per second, and is about six and a half miles long to where it empties into the dry creek basin through a cut in the divide forty-four feet deep. The failure of the Widell-Finley company a year ago, who had this contract, has delayed the completion of this somewhat, but the work has been pushed by the government engineers and will be completed early in the summer.

Great Storage Reservoir.

The storage dam is just below where Dry creek empties into Owl creek and about twelve miles northeast of Belle Fourche. This is of earth, will be 6,200 feet long on top, 115 feet high in the center of Owl creek, 800 feet through at the base and twenty feet wide on top and will be faced on the upper side with concrete blocks eight inches thick to prevent washing. This will make a reservoir with a capacity of 226,000 acre feet, or enough water to cover 226,000 acres one foot deep, all but about 5,000 acre feet of which can be drawn off through the steel and concrete gates which will be in the dam. This reservoir will cover about 5,000 acres when full, about 1,300 acres at the level of the gates, thirteen miles long of deep water from the mouth of the inlet canal on Dry creek to the upper end of the reservoir on Owl creek above the dam and will have a shore line of more than fifty miles. In building this dam the dirt is put on in layers about ten inches thick, thoroughly wet and rolled down with heavy traction engines. The dirt is handled by the use of a large steam shovel and four narrow-gauge engines and trains of ten dump cars each on a track two elevators drawn by traction engines. In building this dam the dirt is put on in layers about ten inches thick, thoroughly wet and rolled down with heavy traction engines. The dirt is handled by the use of a large steam shovel and four narrow-gauge engines and trains of ten dump cars each on a track two elevators drawn by traction engines. In building this dam the dirt is put on in layers about ten inches thick, thoroughly wet and rolled down with heavy traction engines. The dirt is handled by the use of a large steam shovel and four narrow-gauge engines and trains of ten dump cars each on a track two elevators drawn by traction engines.

Work on the Canal.

The north side canal from the dam to Indian creek, about nine miles long, is about 50 per cent completed, but a large part of the remaining work is in a deep cut in which Orman & Crook have their steam shovel at work. It will be finished the coming summer. Indian creek will be crossed by a steel and concrete siphon. The south side canal from the dam to the Belle Fourche river, about nine miles long, is very nearly completed. Water will be turned into this this summer. Water from this ditch will be carried across the Belle Fourche river through a siphon five feet in diameter running under

the river. The canal south of the river has been surveyed and work already commenced on the approaches to a tunnel nearly a quarter of a mile long, which will be lined with concrete and be eight feet wide and six feet high inside.

To furnish the gravel for all of the concrete work on the storage dam and below, of which a great deal has already been used in sluices, bridge abutments, etc., Orman & Crook have opened a gravel pit on the north side of the river, five miles south of the dam. The gravel is handled with horses run through a rock crusher driven by steam, elevated, screened and run into bins, from which it is run into wagons and hauled to where it is used by thirty-two-horse power Reeves traction engines, hauling trains of four wagons each. These trains load about forty-two tons each. A narrow gauge railroad is being built and hereafter gravel will be hauled to the dam by trains.

About three months ago Orman & Crook completed a three-inch artesian well at their Owl creek camp, 1,400 feet deep, which flows about sixty gallons of water per minute with a temperature of 34 degrees. They have made a contract to have another well put down, which is to be eight inches in diameter at the top and five at the bottom.

Government Experimental Farm.

The northeast quarter of section 34, township 9 north, range 5 east, has been selected by the Department of Agriculture as an experimental farm; about half of this will be irrigated, the balance will be above the ditch, so that experiments will be made in both irrigated and dry farming. This will be of inestimable value to the residents of the irrigable area, as well as to those outside. A part of this land will be broken this year. It was intended to break some of it last year, but for some reason it was not done. Since for several years have been reserved by the government: Section 35, township 9 north, range 5 east, known as the townsite, as it is the principal one; the northeast 1/4 of section 14, township 9 north, range 5 east, about four miles east of the dam; the northeast 1/4 of section 7, township 9 north, range 5 east, northeast of the village of Vale; and it is quite likely that a town will be built south of the river, either at Vale or at some point west of there, but as that is all patented land, that cannot be a government proposition.

Cost of Water Rights.

The cost per acre for the water will be about \$22, payable in ten equal yearly payments of about \$2.20 each, without interest. This will include compensation for the first ten years. We believe that this is little more than a fair rental for the water, even if it had to be paid for all time. No payment will be required until the first crop has been raised by the use of the water, provided the water is turned onto the land on or before April 1. When the water right is paid for, it becomes appurtenant to the land, after which there will be no cost, except a small amount for maintenance and administration of the project by the Belle Fourche Valley Water Users' association, of which every person owning land under the ditch is a member. All taxes, fences, etc., will be built on such an absolutely permanent matter of steel and concrete that the cost for repairs will be very light.

Homestead Land as Fitted at 80 Acres.

Under the law, no one person can secure water for more than 160 acres, and for this reason there is considerable patented land for sale at \$14 to \$20 per acre. Some lands are held much higher than this. It is safe to say that this land has already increased two or three times its original value since the commencement of and as the result of the project and is constantly increasing in value and we believe that when the water right is paid for the cheap land under the ditch will be worth \$100 and more per acre.

Quarter Section Limit.

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Extent of the Service.

The north and south side canals will each be about 45 miles long. There will be about 100 miles of main laterals and 1,000 miles of sub-laterals. Indian, Horse and Willow creeks on the north side and Whitewood creek on the south side, as well as the river, will be crossed by siphons. The Willow creek siphon will be 5,000 feet long and the Whitewood creek siphon will be six feet in diameter. There will be 30,000 barrels of cement used in the diverting dam, 2,000 barrels in the Crow creek sluice and 15,000 barrels in the storage dam. On December 3, 1906, the government had disbursed \$67,464.12, and the total cost of the project will be more than \$2,500,000. Orman & Crook have \$140,000 invested in camp outfit and machinery. They have already placed 80,000 yards of dirt in the

storage dam, which is about one-fifth of the total amount.

The irrigation district is located from 25 to 30 miles from the rich gold mines of the northern Black Hills, which makes one of the best markets to be found anywhere. The products of the irrigable area will be all kinds of grain, fruit, vegetables including sugar beets, and hay, particularly alfalfa. The soil and climate are adapted to the raising of sugar beets, a number of fields of beets were grown last year with very satisfactory results. One of the greatest industries will be the feeding of thousands of head of cattle and sheep during the winter, which have been driven in from the ranges north of the project.

Six thousand acres between the river and Owl creek will be irrigated this year and 2,000 acres on Indian creek will be irrigated in the season of 1908. The soil is as good as can be found anywhere and when the water is turned on the land broken up and put in cultivation and the country settled up, this will be one of the richest irrigated sections to be found in the west.

CENTENARY OF ANTHRACITE

It Occurs on February 11, 1908, and Wilkesbarre is Going to Observe It.

WILKESBARRE, Feb. 23.—On February 11, 1908, Wilkesbarre is to celebrate the 100th anniversary of the day on which anthracite coal was first burned in an open grate. Incidentally the ruthless searcher after facts has shown that what was supposed to be history was merely tradition. It has been learned that the original grate is not now in existence and that the grate now carefully preserved in the Fell house in Wilkesbarre as the original is a duplicate which was placed in the original fireplace in 1878.

Before the experiment made by Judge Jesse Fell in his tavern in Wilkesbarre, on the old Wilkesbarre and Eastern turnpike, now Northampton street, anthracite coal was held to be of little value, for it was thought that it would not burn; except under forced draught. By burning anthracite in an open grate Judge Fell opened the way to an industry which now gives employment to 15,000 men who produce 60,000,000 tons of anthracite annually, and which has given millions of dollars in royalties to the owners of the lands.

Just fifty years after his experiment four young men were traveling toward Wilkesbarre. One of them was a grandson of Judge Fell. He had that day been reading in an old copy of a well known masonic book an account of the experiment made by his grandfather. When he mentioned it one of the members of the party recalled that the experiment had been made just fifty years before. The young men determined that something must be done.

When they arrived in Wilkesbarre they called a public meeting, to be held in the same old tavern in which Judge Fell made his experiment. The four young men were James Plater Dennis, a grandson of Judge Fell; Henry Martin Hoyt, afterward governor of Pennsylvania; John Butler Conway, of Pennsylvania; and Stanley Woodward, afterward one of the leading lawyers of the state. Thus they became the founders of the Wyoming Historical and Geological society. It is this organization that now proposes to celebrate the 100th anniversary of the experiment of Judge Fell.

It was at a meeting of the society that the facts concerning the old Jesse Fell grate were learned. A paper on "Where is the grate on which Jesse Fell made his successful experiment of burning anthracite coal?" was read by the Rev. H. E. Hayden.

Mr. Hayden has come to the conclusion that the original grate is not now in existence, and that the "only well authenticated grate extant belonging to Judge Fell" is that heretofore known as the Kierman or Kiek grate and now in the possession of the society.

Concerning the original grate as many as six statements are made. The first is that the grate was made of hickory withes. Mr. Hayden declares this to be untrue. Next comes the marble grate, so called because its claims were first put forth by Colonel J. M. C. Marble, president of the First National bank of Los Angeles. He states that while visiting his grandfather at Wyoming he was told the story of Judge Fell's experiment.

According to this story some iron bars were set in the old chimney, which is still in existence in the Fell house, bricks were piled in front and on both sides and on the iron bars a fire of hickory wood was built. Coal was then procured and placed on the fire, and it was found that it burned nicely.

Judge Fell was so pleased, the story continues, that he took out this grate and had another more substantial one made on the following day. This, then, disposes of the original grate.

TWO STAMPS FOR JAMESTOWN

Postoffice Department Decides to Allow the Exposition an Issue.

JOHN SMITH AND POCAHONTAS NOT ON

Episode Will Not Be Immortalized by Being Blazoned on a Steel Engraving and Sold for Two Cents.

The bureau of engraving and printing, in Washington, is preparing to print the new series of postage stamps to commemorate the 300th anniversary with the settlement at Jamestown, which is to be issued contemporaneous with the opening of the exposition at Norfolk, May 1. The striking feature of these stamps will be a negative one—none of the stamps will portray either Captain John Smith, whose life was saved by the Indian maiden, Pocahontas, or Pocahontas herself. Such a condition of affairs seems almost as incongruous to the 500,000 stamp collectors in the United States as would the omission of Hamlet in the Shakespearean tragedy of that name to the theater-goer, and yet it is true.

When the Postoffice department after having previously turned down cold the Lewis and Clark people, who, in accordance with previous custom, asked for a special series of stamps for the Portland exposition, yielded to strong pressure and finally agreed that the Jamestown show should have special stamps. It was regarded as a foregone conclusion that either Pocahontas or Captain John Smith, and probably both, would be pictured on the stamps. The department officials charged with the issue of stamps indicated to the public that sketches and ideas for the new stamps would be welcomed and given consideration.

John Smith and Pocahontas. As a result of this announcement the department received great numbers of suggestions and as might be supposed the great majority favored depicting Captain John Smith and Pocahontas on the stamps. This was in harmony with previous ideas of the officials of the stamp division and confirmed them in their determination to picture the famous couple on these special stamps. It was, however, about the wearing suitable photographs for the purpose.

After searching the entire country for likenesses of Pocahontas, the officials were compelled, absolutely, to abandon the idea of portraying the Indian maiden upon a postage stamp that should circulate extensively among the people. The photograph of Pocahontas, which appeared to present her at her best depicted a female, so ugly that the stamp experts simply threw up their hands in despair and declared that Pocahontas was impossible.

Fairly good portraits of Captain John Smith were found, but it was not deemed advisable to honor the gallant captain without showing equal courtesy to the dashing red-skin in petticoats, who had saved his life at a time when his life was very dear to him. Thus the story of Jamestown suffers because of the lack of personal charms of its dusky savior.

After eliminating Captain Smith and Pocahontas from the list of eligibles the department experts were completely at sea as to what to do. It was proposed by many that a picture of the first church erected in America, at Jamestown, should adorn one of the stamps. This church was in fact simply four long poles stuck in the ground, over which was spread a ship's sail as protection against sun and rain. The engravers of the bureau of engraving and printing did not seem to think this subject could be worked up into a satisfactory design and it also was abandoned.

One Water Scene. It has, however, been decided that one of the stamps shall depict a water scene, a group of people by the sea welcoming or bidding adieu a fleet of vessels standing out from the land. This design has been approved and the engravers are now at work making the plate. The design for the other stamp has not been selected.

The series, if indeed it can be termed a "series," will consist of but two stamps of the denomination of 1 and 2 cents. A strong effort was made to increase this number to three so as to include a 5-cent value for foreign postage, but the department adhered to its original purpose to restrict the issue to two denominations.

The Jamestown stamps will be the fifth commemorative series issued by this government. First came the Columbian stamps in 1892, comprising sixteen denominations, from 1 cent to \$5, generally regarded as among the most beautiful stamps ever printed. The Omaha and Transcontinental series followed in 1898, with nine denominations, from 1 cent to \$2. Next appeared the Buffalo or Pan-American series, famous because of their two colors and "errors" with the central figure upside down, a copy of the 5-cent denomination of which sells for about \$20. This series was issued in 1903 and consisted only of the 1, 2, 4, 5, 8 and 10-cent denominations. In 1904 the department issued the Louisiana Purchase or St. Louis stamps, still further reducing the number of values to five, the 1, 2, 3, 5 and 10 cents.

The department was strongly opposed to giving the Jamestown people more than a single stamp, the 5-cent denomination, but finally consented to include the 1 cent. With only two values three stamps will be required to frank a letter to a foreign country and a parcel requiring 18 cents postage will need eight stamps.

The stamps for Jamestown will be about the size of the Pan-American, slightly smaller than the current stamps, longer horizontally than vertically and will be printed in only one color each, red for the 1-cent and green for the 2-cent. These stamps will be on sale during the life of the exposition only, but will be good for postage for all time, as are all the commemorative stamps. They will be supplied to all postmasters, making regulation for them, but it is understood the regular issue will be supplied unless the special stamps are specifically requested.

Several millions of collectors throughout the world are eagerly awaiting the appearance of the new stamps and sufficient numbers will be sold to foreign collectors to pay the entire cost of production.

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DAILY, (MORNING AND EVENING) - SUNDAY, WEEKLY

E. ROSEWATER, Editor

Omaha Sept. 17, '08.

Mr. H. D. Neely, Manager, The Equitable Life Assurance Society of the U. S., Omaha, Neb.

My Dear Sir:--

I am glad to acknowledge receipt of your Society's check, paying the claim presented to your office in Omaha, September 12, 1906, on policies on the life of my father, the Hon. Edward Rosewater.

My father's life was insured for \$291,449.00 in fourteen different companies, the largest amount in any one company being held in the Equitable, and you have made good your assertion that the Equitable would be the first to pay any money to the estate.

Thanking you in behalf of all the family and executors for the prompt manner in which you have made the settlement, I remain,

Yours very truly,

Victor Rosewater, Executor

H. D. NEELY, Manager for Nebraska

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